

Wm. POWELL, LTD., ALEXANDRA BUILDINGS,

Des Vaux Road.

NEW MILLINERY for SUMMER WEAR.

SMART,
DAINTY
and
INEXPENSIVE.

All kinds of
HEADGEAR
made to order.

FASHIONABLE
DRESSMAKING
at
reasonable charges.

CUT,
STYLE
and
FIT
Guaranteed.

A CALL INVITED.

Wm. POWELL, Ltd.,
Drapers, Dressmakers,
Milliners, and Complete
House Furnishers,
Alexandra Buildings,
HONGKONG,
Hongkong, 30th May, 1906.

Intimations.

K. A. J. CHOTIMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

H. K. 28th May, 1906.

A. CHAZALON & CO.
JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kags.
SALMON BELLIES " "
SALTED HERRINGS " "
MACKERELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS IN SYRUP (Assorted).
STUFFED OLIVES.
" ANCHOVY IN OIL (Bouillers).

ALSO
PASCAL'S ASSORTED SWEETS AND TOFFERS.
Hongkong, 12th May, 1906.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, AND SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆國李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VEAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

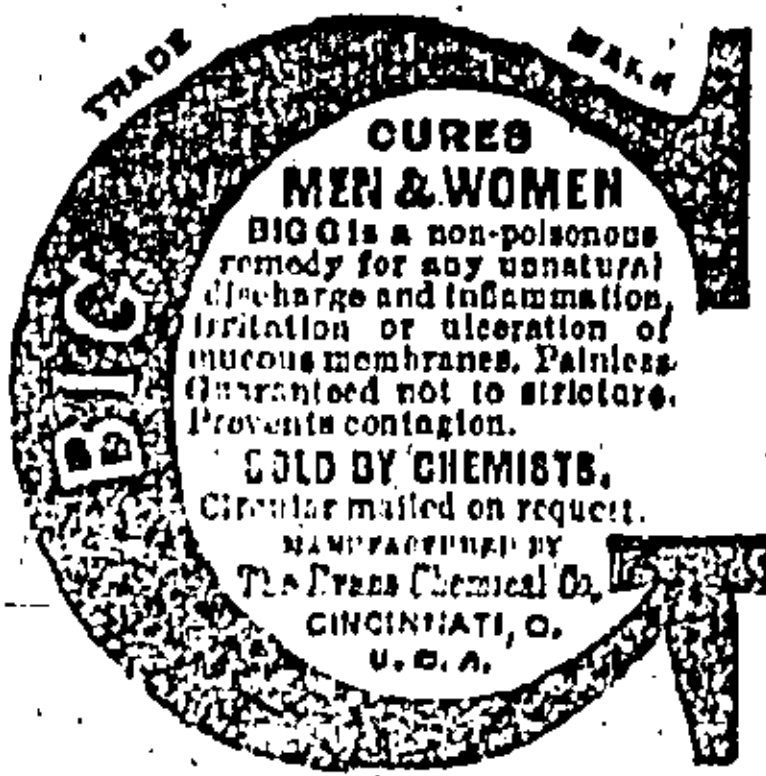
WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906.



JUST LANDED.

A FRESH CONSIGNMENT OF
ANGLO-SWISS CONDENSED MILK
(Milkmaid Brand).
Guaranteed to be fresh and wholesome.
Exceptionally low prices for retail and whole-
sale buyers.

Per Dozen tins \$2.50.

Per Case of 4 dozen tins \$9.50.

H. RUTTONJEE,
Hongkong and Kowloon.
Hongkong, 19th May, 1906.

Intimations.

NOTICE.

LANDING upon the property of THE
HONGKONG MILLING COMPANY,
LIMITED, at JUNK BAY, is PROHIBITED
from this date without Written Authority from
the Undersigned.
The portion of the Western Shore of Junk
Bay covered by this Notice, extends for about
two miles from a large marked 500 yards or
thereabouts South of the Mill Buildings in a
Northerly direction to the stream near the
village, marked CHUN JI on Chart No. 3,279.

A. H. RENNIE & Co.,
General Managers.
Hongkong, 1st June, 1906.

NAVY LEAGUE.

HONGKONG BRANCH.

THE ANNUAL GENERAL MEETING
OF THE MEMBERS AND ASSO-
CIATES OF THE HONGKONG BRANCH OF THE
Navy League will be held in the City Hall, on
WEDNESDAY, the 6th proximo, at 5.15 P.M.,
the Hon. Mr. H. E. POLLOCK, K.C., in the
Chair.

A. R. LOWE,
Hon. Secretary,
Navy League, Hongkong Branch.
Hongkong, 31st May, 1906.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agent for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

To Let.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES IN KING'S BUILDING AND
YORK BUILDING.
GODOWNS ON PRAYA EAST.
A HOUSE IN CLIFTON GARDENS, Con-
duit Road.
A HOUSE IN RIFON TERRACE.
FLATS IN MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1906.

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.
Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906.

TO LET.

NO. 2, OLD BAILEY.
Apply to—
ARRATON, V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 26th April, 1906.

Dentistry.

DENTAL SURGEON.

G. DE PERINDORGE.
DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street,

Hongkong, 1st June, 1906.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VEAUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 11th July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY,
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 30th July, 1904.

COMMERCIAL.

FREIGHT.

Messrs. Lamke and Rogge write as under on
the 2nd inst.:—Freights are in much about the
same unsatisfactory position as reported a
fortnight ago. There is very little business in
any direction, and were it not that demand
from Saigon to this had revived and helped a
fair number of boats to charter for prompt
loading, there would have been no outlet
practically for what has been accumulating in
the shape of handy-sized and ready boats. The
rates that have been obtained, between 15 and
14 cents, just about pay steamers' expenses and
nothing more. Tonnage remains supplied,
and whilst there is some little demand yet,
charterers continue in their attempts to get in
at lower rates.

Saigon to a Philippines port, only fixture
reported is of a small carrier, prompt, at 28
cents per picul; Saigon to Japan as well as
Saigon to Java there have been no inquiries.
As for Bangkok, having regard to remarks in
last circular, with the advent of the competition
and the probable war in rates between the
Norddeutscher Lloyd and the Nippon Yusen
Kaisha there is no opening for outside tonnage
for the present.

Yangtze freights to Canton are reported to
have fallen to quite an impracticable level, and
also from Newchwang business to southern
China ports appears to have gone off altogether.
It is said owing to prices for produce ruling too
high in the northern port.

Concerning Java and chartering for dry and
wet sugar for this port, there have been in-
dications quite lately that business may become
practicable shortly, though at first for small or
medium-sized tonnage only.

Amongst the fixtures of the fortnight under
review there is one of a steamer to load salt
from Honohé Bay, to this port at 17 cents.
General chartering is otherwise conspicuous
by its absence, though on time basis three fix-
tures for short terms have been effected.
Coal charters there have been from Hongkong
to this port, prompt, at \$1.25; to Canton ditto,
at \$2; to Penang, end of July loading, at \$2.75.
Haiphong to Shanghai has had a fixture at
\$2.25.

From South Japan coal port to this there has
been business at \$1.40, \$1.30, and \$1.35, market
closing at the lower rate with tonnage supplied.
Kuchino to Hongkong another fixture has been
effected at \$1.50 per ton.

As for sailers, there is nothing new to report.
Salt-transport Disengaged—American bark
Alia, 1,300 ton reg.
Departures of Sailing—None.

THE SITUATION IN TAIREN.

COMMERCIAL AND SOCIAL CONDITIONS.

The Osaka Shippo publishes the following
communication from Tairen:—"Things are
very quiet here, just as if fire had broken out
and swept across the harbour, where until
towards the end of last year so many vessels
were seen going and coming, and the
loading and shipping of goods was being
busily carried on. The business at shops
dealing in miscellaneous goods kept by the
Japanese has fallen to one-sixth of the
sales in December last. Japanese drapers,
who find the licensed quarters their best
customers, are now in a very awkward position,
and unable to collect their bills, which have
reached an enormous sum, and they are being
pressed by the home merchants for settle-
ment of their accounts. The sales of flour
and rice continue favourable, as the
demand for these commodities among
the Chinese is steadily increasing. The work
of the Society for the Rescue of Women in
Manchuria has proved most successful, and
great credit is due to that organisation. The
work of the Society, as its name indicates, is
the rescue of unfortunate Japanese women in
Manchuria. A large majority of these women
are condemned *en masse* as immoral, but this
is far from being the case. Many are un-
fortunate creatures who have been abducted
from Nagasaki or Amakusa by false
promises. Quite a number of such women
have been rescued by the Society, and the
Osaka Shosen Kaisha has arranged to bring
these women back to Japan at half-rate.
Lieut.-Colonel H. I. Iki, Director of the Military
stores in Tairen, is giving valuable assistance
to the work of the Society."

THE "DRADNOUGHT'S" GUNS.

The battleship *Dradnought*, writes a Port-
mouth correspondent is making very rapid
progress, and it is expected that she will be
ready for her steam and gun trials in October
next, within about a year of the date when the
first keelplate was laid down. In the past
battleships have taken about three years to
complete for sea, but the *Dradnought* will be
ready for the pennant in a little over one third
of this time, so expeditiously has the work been
carried out, owing to extraordinary measures
and the recourse to overtime.

The feature of the ship of greatest interest is
the new type of gun, the most powerful ever
mounted afloat, which is to be carried. This
is the 12in. Mark X, which has for many months
been the subject of experiments, and has been
finally adopted by the Admiralty after most
elaborate tests. It is a wonderful weapon, and
the best naval gun, it is claimed, yet devised by
any of the world's fleets.

It is not many years since the 12in. was
accepted as the standard battle gun of the
British Navy, and four have been mounted
in each battleship hitherto. Meantime ex-
periments have been made, and the gun has
been gradually improved. The progress
which has been made is a very extraordinary.
The earliest type, which weighed only 45
tons, had a projectile of 74lb., but in later
designs the shell has been increased to 850lb.
which is the weight for the newest manufac-
ture of forty-five calibre, ten of which are to
be carried by the *Dradnought*. The improve-
ment in the 12in. gun may be judged from the
following summary, showing that the power
has been more than doubled.

Mark.	Weight of gun.	Muzzle Velocity.	Penetration of 12in. (Feet a second) (Inches).
III. to V.	45 or 46	1,914	24"
VIII.	45	2,567	37"
IX.	50	2,481	39"
X.	58	2,900	51"

Whereas the early 12in. guns required a
charge of 80lb. of cordite, the *Dradnought's*
weapons will have 210lb. of modified
cordite. Like the Mark VIII and Mark IX,
these new guns are built on the wire system.
It is almost impossible to imagine the con-
centrated energy of a gun which can send a
projectile of 850lb. through 51 inches of
wrought iron if placed at the muzzle. It is
calculated that two rounds a minute can be
fired from this new 12in. gun.

Notice of Firm.

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE.

DURING the absence from the Colony of
the Undersigned, Mr. E. W. MAIT-
LAND has been appointed ACTING SECRETARY
of the above Company.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.
Hongkong, 30th May, 1906.

Auctions.

E. R.
PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
TO-MORROW,

the 5th June, 1906, at 11 A.M., at
ARMY ORDNANCE STORES,
Queen's Road East,

THE FOLLOWING

GOVERNMENT STORES:

at the ARSENAL YARD:—

AXLE TREES, BOLTS AND NUTS, IRON
SAVES, PORTABLE MAGAZINES,
WHEELS, COPPER SCALES, VICES,
LEATHER STRAPS, OLD BRASS, GUN-
VETAL, COPPER, WHITE METAL, ZINC,
STEEL, CAST, WROUGHT AND GALVA-
NIZED IRON, LEATHER, BLANKETS,
TENT DUCK, TARRED AND PLAIN CAN-
VAS, ROPE, DOORSTOP BUNTING,
WOOLLEN RAGS, OLD WOOD, IRON
DRUMS AND CYLINDERS, PAINT KEGS,
PACKING CASES, &c., &c., &c.

A large quantity of OLD BRASS.

ALSO

A quantity of Old and Part Worn CLOTHING.

Catalogues can be had at the Ordnance

Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All
faults and errors of description at purchasers'
risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 4th June, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 6th June, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,

ALSO

AN ASSORTMENT OF

ENAMELLED WARE GOODS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st May, 1906.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,

ON

MONDAY,

the 11th day of June, 1906, at 3 P.M., at their
Sales Rooms, No. 8, Des Vaux Road Central,

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria, in the Colony of Hongkong,
viz:—

All those PIECES or PARCELS OF
GROUND situate at Victoria aforesaid regis-
tered in the Land Office respectively as the
REMAINING PORTION OF SECTION A OF
INLAND LOT No. 505 and the REMAINING
PORTION OF INLAND LOT No. 505, together
with the Messuages thereon, known as Nos. 54,
56, 58, 60 and 62, Stone Nullah Lane, and
Nos. 4, 6, 8, 10 and 12, Wanchai Road.

Area 3,694 square feet or thereabouts. Term

999 years.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,

or to

Messrs. HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 23rd May, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 28th June, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, Kowloon,

COMPLETE CEMENT FACTORY,

Originally intended to be put up as the Kwai-
tung Cement Factory, but landed in
Hongkong on account of the Russo-
Japanese War, will be sold, by order of
the proprietor, Mr. Hereditary Honorary
Citizen Anatoly Charlamyevitch Tet-
jukov of Saigrajewo.

The Plant of this Cement Factory, which
has been fitted out with the latest technical
inventions for manufacturing Cement, by the
dry system, consists among others of:—
LOCOMOTIVES (Wolf, Magdeburg),
MILLING MACHINES (Smidt, Copenhagen),
COOLING INSTALLATIONS (Atlas Fabr.),
ELECTRICAL (Allg. Elec. Comp.),
TRUCKS, &c., &c., &c.

All in all the whole plant is very nearly the
same as the Factory Kjekskorpf, near Malmö
in Sweden.

Specifications of the Machines and Acces-
sories as well as any further information may
be obtained from—

SIEMSEN & CO.,
Hamburg & Hongkong;
and
LAWYER HUGENOFF,
in St. Petersburg, Asiatic Ostrow,
4 Little, No. 5,
as well as from the Auctioneers.
Messrs. HUGHES & HOUGH,
Hongkong, 28th May, 1906.

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores.

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE 10s. 6d. per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

COGNACS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.SCOTCH
WHISKIES.
GREAT REDUCTION
IN
PRICES.From this date the prices of our popular
brands of SCOTCH WHISKIES will be as
under:—

Per Case of 12 bottles.

A. THORNES BLEND \$11.00

B. GLENORCHY BLEND (A

Fine Soda Whisky) 11.40

C. ABERLOUR-GLENLIVET (A

Fine Peaty Flavoured Whisky) 12.50

D. H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.00

E. BLEND.

The popular Whisky in the

Far-East 15.00

The above prices are strictly net. The

discount of five per cent. previously allowed

on our Whiskies ceases from this date.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
Hongkong, 17th May, 1906.POST CARD
COMPETITION.To all purchasers at
our Establishment of \$1
and upwards between
June 1st and June 25th
will be given a Coupon
entitling them to enter
the following Competi-
tion. The largest num-
ber of English words
that can be made from
"MARIE BRIZARD."

1st Prize:

1 Case Pts. Per-
inet & Fils
Champagne \$56.50

2nd Prize:

1 Case Royal
Old Highland
Whisky - - 24.00

3rd Prize:

1 Case MacIn-
tosh Whisky 10.00

AND

10 CONSOLATION PRIZES.

In the event of ties to
be drawn for. All replies
to be sent on Post-cards
only. Prizes will be dis-
tributed the 30th June
when all cards may be
inspected at our office.CASH LESS 10%
CREDIT LESS 5%.GREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
19, QUEEN'S ROAD CENTRAL.
Hongkong, 29th May, 1906.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 4, 1906.

COLONIAL FINANCE.

If the figures presented in the comparative statement of revenue and expenditure of the Colony for the first quarter of the year, furnish any indication of the results likely to be attained for the current year, the finances of the Colony show anything but a promising outlook for the twelvemonth. Examining the revenue returns for the quarter, as compared with the same period last year, we are confronted with the fact that, whereas there has been an increase of \$81,667.77 over the estimated amount, this surplus is more than absorbed by the decreased receipts in the other items which total \$209,579.28. Of the latter amount Land Sales alone account for \$178,831.01. Excluding this source of revenue, which really represents a capital asset of the Colony, there is a balance of fifty odd thousand dollars in favour of the current year. The detailed items of increase are:—

Licences and internal revenue. \$12,188.19
Fees of Court, &c. 13,391.98
Rent of Property, &c. 55,826.53
Interest 351.06

The heads under which the decreases are accounted for comprise:—

Light dues \$941.58
Post Office 6,227.69
Miscellaneous 4,057.81
Water Account 19,521.19

Before passing to the estimates of expenditure, attention may be invited to a sum of \$249,000 opposite a curious head of revenue denominated "Widows' and Orphans' Pension Fund." Enough has been said in these columns in opposition to the inequitable appropriation to the Colonial exchequer of so large a sum of money, which it is very questionable if Government can legally transfer to the general revenues of the Colony. So far it is pleasing to observe that, though the sum of over a quarter of a million dollars has been put down by way of transfer from the Fund to the coffers of the Government, in the revenue statement of the first quarter of the year, no credit has been taken of any portion of that money. Far the most equitable procedure would be to return this large accumulated Fund to the subscribers thereto, who should receive their disbursed quota with far better grace than the bonus a section of the Civil Service are claiming by reason of the appreciation in the gold value of the dollar—a bonus, we have no hesitation in again emphasizing, they have no title to. The expenditure of the Colony for the first three months of the year shows a diminution of a half lakh of dollars by comparison with the figures for 1905, that is, after excluding a sum of \$435,048.95 devoted to Public Works Extraordinary. Inclusive of this sum, however, the aggregate expenditure is in excess of that for the corresponding period of last year by \$125,935.54. Detailing the respective departments contributing towards the excess expenditure the result is tabulated as follows:—

Pensions \$ 9,924.84
Registrar General's Department 838.12
Audit 322.80
Treasury 293.29
Post Office 4,434.50
Harbour Master's Department 3,170.52
Observatory 220.45
Judicial 874.10
Medical 7,079.08
Education 2,826.42
Charitable Allowances 79.35
Transport 639.96
Miscellaneous 3,586.83
Public Works 2,077.10
Do., Extraordinary 175,137.05

Against the foregoing increases must be set the various economies effected. They are in respect of:—

Public Debt \$ 20.09
Governor 253.44
Colonial Secretary's Dept. 237.66
Police 2,326.62
Sanitary 5,909.06
Botanical and Forestry 3,593.09
Military Expenditure 72,774.74
Public Works 2,077.10

aggregating \$86,601.89. On the whole, it is very improbable from the results thus far attained that the financial operations of the Government for the current year will show any credit balance at the end of December. The largest deficit will, undoubtedly, be shown by the estimate framed for land sales, which in the present stagnant condition of the property market, may fall far short of the forecast for the year. There is all the more reason, in view of the unpromising outlook, why the taxpayers should not be burdened with any further expenditure like that involved in the Hon. Mr. Pollock's suggestion to the Legislative Council, to grant a bonus to the extent of half the salaries of the Civil Servants paid on a sterling basis, by converting that proportion on an arbitrary rate of exchange of 1s. 8d. to the dollar with that token's current value standing at 2s. 18d.

The grant is preposterous!

LOCAL AND GENERAL.

Mr. William W. Astor, the American millionaire, has given Clevedon-hall and its contents to his son, Waldorf Astor, and the "Sancy" diamond, worth £20,000, to Mrs. Langhorne Shaw, on the occasion of their wedding.

FOR snatching a pair of trousers from the counter of a shop in Queen's Road East and bolting down the road, yesterday afternoon, a coolie, on being charged by Inspector Gourlay, was this morning sentenced to three weeks' hard labour and six hours' stocks, by Mr. F. A. Hazeland, at the Magistracy.

It is stated that Dr. Louis Klopsch, of the New York *Christian Herald*, who collected many lakhs of rupees for the Indian famines of 1896 and 1900, and who received the Kaiser-i-Hind gold medal from the King for that signal service, has just received the thanks of President Roosevelt for collecting 100,000 dollars, or about three lakhs of rupees, towards the relief of the sufferers in the San Francisco disaster.

SERGEANT O'Sullivan prosecuted two coolies before Mr. F. A. Hazeland, at the Magistracy this morning, for stealing from a married woman a gold finger ring and a pair of trousers, at Hunghom, yesterday. Defendants denied the charge. Evidence was heard, and his Worship sentenced them to three weeks' hard labour and six hours' stocks each. Defendants at the expiration of the term of imprisonment will be banished.

THERE was some commotion at West Point on Saturday afternoon when it was learnt that a Chinaman, suffering from plague, had committed suicide. The occurrence took place at the district hospital at No. 63, Third Street. A Chinaman, it appears, was suffering from plague, and being in a delirious condition, he rushed for the verandah and jumped to the street below. He was killed instantly. The police were summoned and his body removed to the mortuary.

CHAN Hak, a boarding-house runner, performed an athletic feat in the harbour yesterday, and had it not been that Sergt. Wilden was near at hand he would have got off well, but as the officer witnessed the feat, it cost Chan dearly. At the Police Court this morning he was charged with going on board the steamer *Hanot* without permission from the captain. Sergeant Wilden said that the defendant "jumped" on board the ship while she was going full speed. Mr. F. A. Hazeland fined defendant \$50, with the option of two months' hard labour.

A seaman on board s.s. *Anglo-Canadian* was arraigned before Mr. F. A. Hazeland, at the Magistracy this morning, being drunk and disorderly in Ice House Street, on Sunday, and also with assaulting a Chinese constable while in the execution of his duty. Defendant pleaded ignorance. It appeared that he was asleep in the side-chamber and when told to get up he twisted the constable's hand and struck him. Inspector Warnock said defendant was very disorderly when he arrived at the station. His Worship imposed a fine of \$2 on the first charge, and \$3 on the second.

THE constant petty larcenies that have been going on of late at the Army Service Department resulted in the watchmen being put on the *qui-vive*. On Sunday afternoon the watchman noticed a bulky looking coolie leaving the yard and on searching him twenty-eight pounds of brass was found under his coat. Inspector Gourlay took charge of the man. The coolie, who turned out to be a marine hawk, was charged this morning, before Mr. Hazeland. He denied the charge of being in unlawful possession of the brass. Evidence of the watchman was heard, and his Worship fined him \$15, with the alternative of one month's gaol.

HERE is a new—and true—story, writes a correspondent of the *Morning Leader*, to set beside the hoary anecdotes of schoolroom answers that we have all so frequently heard. A worried pedagogue was trying (without much success) to drag out of a class of small boys the names of various kinds of stones. At length, in desperation, he said: "Do you ever go into a country churchyard? What sort of stone do you see there?" "Gravestones," came the prompt reply. "And what sort of stone do they remind you of?" he added, wearily. "Brimstone" came the startling rejoinder from some small descendant of Calvinist forebears.

A TRUCK accident occurred in Des Vieux Road Central on Saturday afternoon, which resulted in a blind boy being removed to hospital suffering from bruises. Truck 99, which was heavily laden, was rushing along the road, being drawn by a number of coolies. They collided with the blind boy who was knocked down, the wheels of the truck passing over his hand. It is expected that one of his fingers will have to be amputated. All the coolies in charge of the truck bolted, but one, whom the police arrested. He was charged before Mr. F. A. Hazeland this morning, at the instance of Inspector Warnock, with causing the injury to the boy. The defendant admitted the charge. As the lad is unable to leave hospital the case was adjourned. Bail \$25.

At the recent sale at Christie's, London, of the personal effects of the late Sir Henry Irving, some excitement was caused by the purchase, by an American collector, for 1,200 guineas, of John S. Sargent's famous painting of Ellen Terry (whose jubilee was celebrated recently), as "Lady Macbeth." Afterwards a Mr. Duveen secured an option of repurchase on the understanding that he intended the work for Tate Gallery. Sir Charles Holroyd, head of Tate Gallery, laid the matter before the Board of Trustees who accepted the generous offer, and the picture, which is considered one of the R.A.'s masterpieces, will thus be preserved for the nation. The portrait shows the great actress raising the coveted crown to her head, and forms a fine likeness of her, both as woman and an artist.

H.M.S. "MONMOUTH."

DUE IN HONGKONG.

The British cruiser *Monmouth*, which left Singapore on Wednesday last, was expected to arrive here this afternoon.

The *Monmouth* is commanded by Captain J. A. Tuke. Capt. Tuke, who has served in all parts of the world, joined the Queen's Navy in July, 1870. He was promoted lieutenant in 1881, commander in 1895, and captain on the last day of 1901. He was a sub-lieutenant on the *Pioneer* in the Niger Expedition to the capital of the Emir of Nussa. He also participated in the operations round, and the bombardment of, the town of Natcha (mentioned in despatches) and was lieutenant on the *Norham-berland* during the Egyptian War of 1882 (medal and the Khedive's star). He held the appointment of Master of the Fleet for the Coronation Naval Review, 1902. He is no stranger to the China Station, having been commander and navigating officer of the battleship *Centurion*, flagship of Sir E. H. Seymour, K.C.B., when he commanded the Station, 1898-1901. Latterly, Captain Tuke was in command of the gunnery ship *Undaunted*, and the *Thesus*, tender to the gunnery ship *Cambridge*, Devonport.

The *Monmouth* is a first-class cruiser of the County type and is sister ship to the *Donaig* which went ashore on the way out to the China Station and had to be recalled. She was built by the London and Glasgow Co., in 1900-01, and was the third of her class finished. Her chief dimensions are:—Length 440 ft, beam 66 ft, mean draught 24 ft, and 9,800 tons displacement. She is fitted with four cylinder triple expansion engines of 22,000 h.p., supplied by 31 Belleville boilers with economisers, which have done very well in this cruiser. With regard to protection the *Monmouth* has a steel belt from four to two inches thickness on either side from the after gun turret to the bows. The casemates, turrets and barbettes are protected by armour of from four to five inches thickness, whilst a protective steel deck covers the ship's vitals. The conning tower from which the cruiser is controlled in action has 10-in armour. Her teeth comprise four 6-in guns in pairs in turrets on special double mountings, ten similar guns in casemates on the boardsides and sundry lighter guns' with two 18-in torpedo tubes. The torpedo flats contain nine 18-in and five 14-in Whitehead torpedoes, the latter being for boat service. The vessel carries a complement of 700 officers and men, and has served one commission with the First Cruiser Squadron which she joined when it was first formed.

When the cruiser *Monmouth* was first commissioned by Capt. H. C. Reynolds for service in the Cruiser Squadron in December, 1903, the people of the county whose name the vessel bears presented to her a silver cup, and the ladies of the county also presented a silk ensign and a silk Union Jack, which were enclosed in a carved casket. The gifts reached the ship, but they have never been formally presented. Lord and Lady Llangatock recently accepted the request of Lord Tredegar (Lord Lieutenant of the county) to present them to the officers and ship's company. It was also intended that a lieutenant and two petty officers of the vessel should proceed to Monmouth for the purpose of presenting to the officials of the county a picture of the ship. Owing to the departure of the *Monmouth* on an earlier date than was expected both these ceremonies have again been postponed.

The *Monmouth* has superannuaries on board for the China Squadron and is the relief ship for the *Andromeda*, which left for home some little time ago.

THE irony of life is well illustrated in the career of Robert Ashworth, a Manchester grocer. For twenty-eight years he worked in a mill, saving £18. Then he bought a grocery business, and now he is in the Bankruptcy Court, with a deficiency of £38.

A LONDON telegram of May 21, which is published by the Tokio *Asahi*, states that Mr. Seddon, the Premier of New Zealand, has had an interview with the Japanese Consul in Sydney in connection with a project for opening a regular sea service between New Zealand and Japan. The result of the conference is not yet known. The plan is warmly welcomed by Japanese and Colonial traders.

YESTERDAY afternoon, two coolies had a heated argument in an opium divan in Queen's Road West about the question of some stolen property and the result was that they came to blows. In the scuffle one of the combatants produced a pocket knife and stabbed the other in the chest, which necessitated his instant removal to hospital and the arrest of his assailant. At the West Point Police Station the coolie, in his statement, said: "He troubled me and I stabbed him." He was placed before Mr. F. A. Hazeland this morning, charged with maliciously wounding the other man. The police received news from the hospital to the effect that the wound is of a serious character. In the circumstance, they applied to the Court for the case to be adjourned. His Worship granted an adjournment.

A PECULIAR experience in mid-ocean is reported by Captain Roberts of the French ship *Andre Theodore*, which reached Port Jackson on May 5, from Barry. The vessel was crossing the Southern Ocean, on the 19th ult., in lat. 46.49 south, long. 141.26 east, when suddenly a submarine disturbance occurred. The shock was felt all through the ship, and caused considerable alarm among the crew, many being under the impression that the vessel had struck on some sunken rock. The vibration lasted for several seconds, and passed away without causing any damage to the vessel. Captain Roberts was surprised to learn on arrival that the shock was felt about the same time the disastrous earthquake occurred in San Francisco. It is interesting to note, too, that the earthquake at San Francisco was experienced on the 18th ult.

THE MACAO LOTTERY.

MANILA JOURNAL'S SEVERE STRICTURES.

In the campaign now going on against gambling our attention has been directed to one of the worst factors contributing to the present mania. We (*Manila Times*) refer to the sale of the Macao lottery tickets in Manila.

According to one who is pretty well posted on the transactions of this lottery and the proportions it has assumed in this city, no less a sum than P25,000 a month leaves Manila. Accepting this estimate, which is believed to be conservative, it probably means that the Islands lose every year anywhere from P200,000 to P300,000.

Discarding the moral principles involved and considering the matter from a purely commercial standpoint, this Macao lottery is much more preposterous than the other forms of gambling in vogue here, in that practically all the money leaves the Islands, constituting a dead loss. With the other forms of gambling practised here, it may be said that they have at least the merit of not taking the money out of the Islands. There will probably not be much question that this lottery business should be stopped, but there appears to be some question as to whether it can be stopped.

A test case in court has already decided that only the vendor and not the holder of a lottery ticket can be prosecuted. Even were a law framed so as to include the holder not a vendor it is a question whether any practical results would be accomplished. The number of ticket-buyers is so large that the arrest of one or two would not be likely to exercise any deterrent effect on the others. The problem then seems to devolve on catching the vendors or agents. According to one informant, the tickets are purchased in Macao, while another says they are printed and purchased here. If any are issued here, it seems certain that they constitute only a small proportion of the total number circulated.

In the case of the great Louisiana lottery the evil was stopped by enacting a law prohibiting the passage of the tickets through the mails. Here there is no such law, nor is there any law which makes them liable to seizure by the Customs authorities. The only tax to which they are liable is that on ordinary tickets or printed matter, which amounts to the ridiculous sum of forty cents on almost a million dollars worth of tickets. As the minimum amount which can be collected under the tariff laws is one dollar, the tickets escape even this absurd import and pass in duty free.

We understand that in the new penal code, which seems destined to pass when the millennium arrives and penal codes are no longer needed, there is a clause which provides for dealing with lottery tickets. Until that law is passed, there appears no other remedy than lies in the arrest of the agents or vendors. If the extent of the transactions of this lottery be anything like that reported, it would seem to be incumbent on our Secret Service Bureau to try its utmost to break up the present, pernicious system. Whether under the present defective and discouraging laws or lack of laws the Secret Service can accomplish anything is a question. We should like to see it tried, however. Better still would the Commission pass that penal code.

THE UNLUCKY "THIRTEEN."

FIGHTING IRON FOR THE POLICE.

Inspector Robertson, of Shaikwan Police Station, raided a gambling den on the hillside, at Shaikwan, yesterday forenoon, and effected the arrest of thirteen coolies, who were engaged in the game of *po-kee*. When the police entered the gamblers showed fight. The head man produced a fighting-iron that was near at hand and brought it down on the head of a *lukong*, bruising that man to some extent. The police succeeded in getting the fighting-iron, and the thirteen men removed to the police station. They were paraded before Mr. F. A. Hazeland, at the Magistracy to-day. The first two men were charged with keeping a common gaming house and also with being in possession of a fighting iron, without a police permit. The others were charged with gambling in the shed. The defendants pleaded not guilty. Evidence was heard. His Worship fined the first two defendants \$50 each, or six weeks' hard labour, on the first charge. As regards the question of the fighting-iron, Mr. Hazeland said it was a very serious matter, as he knew the men had the fighting-iron for the police when the shed was raided. They would also pay a fine of \$100 each, and six hours' stocks, for being in possession of the iron. The remainder had to pay \$3 each for gambling.

ALLEGED CRIMINAL LIBEL.

CHINESE EDITOR PROSECUTED.

At the Magistracy this morning, before Mr. C. A. D. Melbourne, Sam Kok Sang, editor of the Chinese newspaper, *Sat Kat Kung Yick Po*, was charged, in that he, being the publisher of the *World's News*, did on April 25th and 26th, May 9th, and June 2nd, publish in that journal certain obscene libels.

Mr. G. E. Morrell, of Messrs. Denny and Bowley, Crown solicitors, prosecuted. The case was adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg First Assistant of the Hongkong Observatory:—

On the 4th at 11.45 a. The barometer has fallen over Japan owing to the depression which is moving Eastwards and approaching the SW. coast of Japan.

Gradients are slight in S. China. Moderate to fresh winds shifting from SW. to NE. may be expected in the Formosa Channel and moderate SW. winds over the N. part of the China Sea.

Forecast:—SW. or variable winds, light to moderate (fair at first, showery later).

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE KIANGSI REBELLION.

10 KILLED. 16 PRISONERS.

FOREIGN MISSIONS SAFE.

[From Our Own Correspondent.]

Shanghai, 4th June,
12.20 p.m.

The prompt action of the Chinese Government in despatching troops to Yungshan, in Kiangsi, on the outbreak of the recent disturbance, has had the desired effect.

The rebellion has been suppressed.

Ten of the rioters were killed in the conflict with the Government troops, who succeeded in capturing sixteen of the malcontents.

All the foreign missions are safe and none of the missionaries have been molested.

[The rising at Yungshan was first reported in these columns on the 31st ult. and at one time assumed serious proportions. It was believed to be the result of a secret society movement. The dearth of food was given as the pretext for the rising. The Governor of Kiangsi Province, as soon as he was apprised of the outbreak, despatched troops to the scene of the disturbance.—Ed., H.K.T.]

[Reuter's.]

The Bomb Outrage in Madrid.

London, 1st June.

After the explosion of the bomb, King Alfonso stood up as if to protect the Queen, and smilingly saluting the alarmed public, assisted the Queen to alight.

The bomb, which was of polished steel, burst in the air, killing two aristocratic occupants of a balcony.

The people are infuriated and threaten to lynch foreigners.

Later.

The latest from Madrid states that three officers, seven soldiers and ten spectators were killed, and one hundred injured, including General Weyler, seriously.

Their Majesties motored through Madrid in the forenoon without an escort, and met with a tremendous ovation, crowds running in streams on either side exhibiting delirious enthusiasm.

There are indications that the outrage was hatched by anarchists in London.

The World's Congratulations.

In the course of yesterday, Their Majesties frequently appeared on the balcony of the palace and received ovations.

The city was magnificently illuminated last night.

Their Majesties are overwhelmed with telegraphic congratulations from everywhere in the world.

ST. PATRICK'S CLUB.

Another very enjoyable entertainment was given on Saturday night, in the Club rooms, by the members of the St. Patrick's Club, consisting of songs, recitations, and instrumental solos, with an execrably funny farce, "Sunshine after Rain," which elicited roars of laughter from the very appreciative audience. The stage, or platform, had been tastefully decorated and draped for the occasion, and the programme, an excellently arranged one, was gone through without a single hitch from beginning to end, and as the night was fine and delightfully cool, a very full audience was attracted to the Club, and showed, by the numerous enclosures, their appreciation of the various items. Those who took part were: Messrs. A. Bacon, W. G. Jury, J. Hunt, R. G. Turner, Le Grove, T. Williams, W. L. Leckie, A. T. Walston, J. B. Northam, Leach, Gill, A. King, C. Heworth and Miss Kathleen Coyle. Mr. Sheffield was the accompanist. The concert concluded with a laughable farce, entitled "Sunshine after Rain," the performers being Mr. H. E. Moriarty (*Jim Driver*), Mr. W. G. Jury (*Mrs. Driver*), Mr. R. G. Turner (*Sarah*, their daughter), and Mr. Leckie (*Tom*, their son), all of whom sustained their parts most creditably.

AN octogenarian inmate of the Windsor Workhouse applied to the guardians for a suit of clothes, in order that he might go out and get a job, as he "felt capable of a few days' work yet." The application was granted, it being stated that while in the workhouse the old man had painted and grained nearly every door.

SHIPPING AND MAILS.

MAILS DUE.

German (*Zieten*) 5th inst., 11 a.m.

Canadian (*Empress of India*) 12th inst.

The Great Northern s.s. *Minnesota* from Seattle left Shanghai for this port on 2nd inst., at 4 p.m., and is expected here on 5th inst.

The N. Y. K. European Line s.s. *Tamba Maru* left Kobe for this port via Moji and Shanghai on 2nd inst., and is expected here on 11th inst., a.m.

The C. P. R. Co's s.s. *Empress of India* arrived at Yokohama at 7 a.m., on 4th inst., and left again at 3 p.m., same day, for Kobe, where she is due to arrive at 5 p.m., on 5th inst.

The C. P. R. Co's s.s. *Empress of China* arrived at Shanghai at 11 p.m., on 1st inst., and left again at 5 p.m., Saturday, for Nagasaki, where she is due to arrive at 7 a.m., on 4th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE CUSTOMS CONTROL CONTROVERSY CLOSED.

[From Our Own Correspondent]

Shanghai, 4th June, 12.20 p.m.

The reply of the Chinese Government to the British Minister on the subject of the appointment of the Chinese Commissioners to the Customs, is regarded as satisfactory.

The British representative considers the controversy now closed.

[Reuter's.]

The American Meat-Packing Scandal.

LONDON, 1st June.

The agitation, re the meat-packing scandal in America, is increasing and telegrams and letters are pouring in to President Roosevelt demanding the publication of the confidential reports.

There is already a marked falling off in the domestic and foreign tinned meat trade.

The French Budget.

It is announced that France spent £8,000,000 on military preparations during the Morocco crisis, hence the heavy deficit in the Budget.

France.

2nd June.

The French Chamber has re-assembled and elected M. Brisson president.

The British Atlantic Fleet.

Rear-Admiral Egerton has been appointed second-in-command of the Atlantic fleet.

Austria.

Baron Beck has formed an Austrian Ministry.

THE MUTUAL STORES.

ALLEGED FORGERY OF STORE'S ORDERS.

Chui Fai, a coolie, was this morning, at the Police Court, charged with (1) stealing an order book from the Mutual Stores on the 2nd instant, and (2) forge a certain order purporting to be from the Mutual Stores to the Hongkong Ice Company for the delivery of £210 of fresh butter. Cheung Lok, a cook, was also charged with uttering the forged order, and with being concerned in forging the note for the delivery of the butter.

The defendants pleaded "not guilty." Inspector Gourlay prosecuted and asked for an adjournment.

Mr. C. A. D. Melbourne accordingly granted the remand.

THE CHINESE BOYCOTT.

The *Tung Wah Times* (Sydney) newspaper recently received word from General R. A. Falkenberg (who is secretary of the Modern Insulator Co., and president of the Standard Rock Oil Co.), of 121, Geney-street, San Francisco, intimating that, with a view to stemming the onward march of the Chinese boycott of American goods in Shanghai and other Chinese commercial centres, a secret order, to be known as the "Sinim Order of the Dragon," has been formed, consisting of the leading American and Chinese merchants. He says: "This secret order is formed for the purpose of establishing the 'open door' in China, of realising free and unrestricted trade between the United States and China, of benefiting American merchants and commerce by attaining these objects through co-operation with the Chinese Empire Reform Association, of settling the boycott, and of having efficient laws made in Congress fitting every case involved and just to all concerned." He goes on to say that the American trade with China last year amounted to about 60,000,000 dollars, and there was no reason why this should not be quadrupled under favourable conditions within a few years. Members of the order are to be provided with a certificate duly attested by the proper officials of the Supreme Grand Executive Council of the Order, for which no charge is made, the entrance fee being 5 dollars, and a small monthly subscription. Each member will also be furnished with an emblem of the order free of charge, which will enable him to all the secret information communicated to the Order, as well as affording him protection and assistance from the Chinese Empire Reform Associations in any part of the world.

POLLARD'S LILLIPUTIANS.

LOSS BY THE RECENT EARTHQUAKE.

The members of the Pollard Opera Company, which was seen in Hongkong not long ago, suffered the loss of much property through the earthquake in San Francisco. The company was playing in Sacramento at the time and the youthful singers rushed into the street at the first shock, in a merry mood. They seemed to regard the thing as a joke. Much scenery belonging to the company was stored in the Grand Opera House at San Francisco and this was all lost. No money could be obtained from the banks to move the company and it was necessary to pledge some of the personal effects of the members of the company to secure the necessary funds.

WEST POINT BUILDING COLLAPSE.

NEAR-BY BUILDINGS IN DANGER.

Another visit to the scene of the recent collapse at West Point in which houses Nos. 226, 228, and 230 were demolished, showed that the work of clearing away the debris is going on with as much energy as before. In the two latter buildings the working gang have succeeded in removing the flooring and wood-work which had accumulated on the ground floor, and it is stated that, by to-night all the refuse will have been removed from the premises.

EXCITEMENT LAST NIGHT.

There was no little excitement caused last night when word reached the police that other buildings in the vicinity were also in danger of collapsing. The police promptly turned out and on inspecting houses Nos. 238 and 240, on the same row, it was seen that the party wall between these two houses was bulging out. The alarm was at once given to clear the premises of their occupants. The scene when the alarm was given was one of great commotion. The occupants of the buildings were all on the alert. All kinds of personal effects and movables were thrown into the street from all sides of the houses, and the hurry of the people to save as much property as they could looked as if every minute was precious time in the work of salvage. In less than half an hour the houses were cleared. By that time a gang of bamboo men had arrived and were immediately put to work in shoring up the projecting wall. They were still at work up to an early hour this morning.

OWNER'S LIABILITIES.

A report is current to the effect that the owner of the collapsed buildings—a widow—is to be called upon to defray all the expenses in connection with the shoring up of the walls and removal of the debris, and also that a certain time has been allowed her by the authorities to have the standing walls pulled down.

A rumour, lacking confirmation, however, has it that nearly all the walls in this block are cracked.

ROAD CLEARED.

In Saturday's issue, we stated that, on account of the rubbish which was allowed to be placed on the roadside, the thoroughfare was blocked. We are informed this morning that the accumulation has been removed and that the thoroughfare is again open to traffic.

DISREGARDING A WARNING.

Twenty minutes after the buildings had collapsed, as was reported, a coolie was extricated from the debris in a slightly injured condition and was removed to hospital. This coolie, who is improving rapidly, said that he was in the divan smoking opium at the time. Before that, however, he felt an instinctive impulse to leave the place. He did so, going down the street for a walk, but returned to the divan a few minutes later, and was not there a minute, when the collapse occurred.

STIRRING THE APATHY OF ASIA.

The remark is now being heard that the Pennysonian maxim about the superiority of fifty European years to a cycle of Cathay has been amply refuted, if not reversed, by recent events in the Far East. Japan in fifty years has acquired the most valuable fruits of advancement produced by ten centuries of European evolution, and now the infection of progress is spreading to China. The example of Nippon, according to a writer in *Minerva* (Rome), has excited the emulation of her yellow-skinned and slant-eyed neighbour. She is no longer content to be considered a carcase for the Occidentals to cut up and partition among themselves, and the Mongols at length roused to confront and measure himself with the white Caucasian. As the *Minerva* observes:

"In every region of the vast Chinese Empire a new spirit is being manifested, and this is doubtless a direct result of the recent Russo-Japanese war. The triumph of Japan over a Western nation, by employing the weapons of the West, and by means of Western training and education, has set China thinking, and given greater impetus to the agitation of the Reformist party. Those who a short time ago were opposed to the innovations of Western civilization, because they feared this would bring them under the domination of the West, have seen Japan occidentalized, yet retaining her national individuality and independence, and now range themselves on the side of the reformers, while they look with distrust upon the foreigners who invade their shores." The reformers, on their part, seeing the spirit of innovation diffusing itself among their former adversaries, gladly make common cause with these against the Occidentals. They think that now they have no further need of the West, and feel themselves able to accomplish without Western dictation the reforms essential to national progress."

This awakening of new national life in China is one of the strongest and most important movements that have ever stirred the apathy of Asia. The consequences are being felt throughout the world, but while China is looking with jealousy and suspicion on the Western people who throng her ports, and seems inclined to repel them, in all probability further enlightenment will teach the East that her advancement will be best promoted by commerce and intercourse with the West. Thus:

"At the present moment China is stirred by an impulse to take matters into her own hands, and regards the foreigner as a hateful and sacrilegious interloper, who is to be driven off like some savage and offensive beast. China thinks she has sized up the foreigner, learned all that is to be learned from him, pumped him dry, as it were, and all she has now to do is to show him the door. Doubtless she is quite mistaken on this point, and eventually the most cultivated and prominent among the people of the Flowery Kingdom will recognize more clearly their true interests, and will seek by a loyal and sincere cooperation of genuine and desirable prosperity. Undoubtedly China, at present, has need of the Occident in the accomplishment of this task."—*The Literary Digest*.

THE SWINDLE OF SHOPS.

DRUGGED FOOD FOR THE BRITON.

The growth of the Leviathan trade in provisions is more rapid than the increase in our imports of foreign funds. The success of a few of the earlier provision-dealing companies, says Professor James Long in an article in the *Daily Mail*, from which we quote, has been followed by the establishment of imitations, and these in turn are illuminating our country towns with their gaudily-constructed shops, and with provisions, tinned, coloured, or preserved, derived from all quarters of the globe. A big tea dealer, recognising the substantial character of the profits in provisions, launches into bacon and butter, cheese and Quaker oats, and the many allies of such foods intended to tempt the invalid to that certain cure which is never accomplished.

BRITISH PRODUCTS SWAMPED.

Briefly, these concerns are in almost all instances confined to limited companies, some of which are local in character; and this applies largely to bakers and dairymen, and to some extent to butchers and caterers; but whatever the staple articles sold, the principle involved is the same, although it may be passive in its character. I refer to the extermination of the individual trader, and the actual swamping of British products by goods imported from the Continent, from America, and from our Colonies. My contention is that the individual cannot compete against the collective wealth, organisation and system of the big shopkeeper, who is able to buy huge consignments, and sometimes to import them in his own ships, and sometimes to save three or four per cent, which the individual or small trader, who of necessity buys from hand to mouth, is compelled to pay.

Let us take the butcher, who now monopolises the trade in almost every city and town. His meat is almost all waiting tenants, from which we may expect to receive more and more each year so long as men can be found to sell his goods. Every butcher claims to sell the best, and the best only. Brown insists that his mutton is from Canterbury, while Jones, who tells me that he is the only legitimate vendor of Canterbury meat, defects thrown to place the name on his bill. Smith, who undersees both Jones and Brown, is charged by these two worthies with dealing in meat from the River Plate, but, alas, we can only judge of the truth of these varied claims by the relative value of the meat they sell, and, let me add, the way in which they sell it. Brown's company runs two shops in a given town; in one case he charges 7½, and in the other 8½, for a leg of mutton, while Jones charges 9½.

HINTS FOR HOUSEWIVES.

I made the experiment of buying a sample from each, and found no variation in the quality, but what I did find was that Brown, Jones, and Smith alike vary their prices with their custom, and shelter themselves under a commonplace subterfuge when convicted of the trick. If the housewife were more astute these gentlemen would not so frequently substitute mutton for lamb, and imported legs, which leave the carcass in the Colony, for legs cut from it in their own shops. The buyer of imported meat should first select it and then see it weighed. Thirdly, she should calculate the amount payable; and, fourthly, take it away with her. She should insist on the removal of extraneous fat, guarding against the substitution of beef for mutton, and reject wasteful pieces. Among other experiments recently I purchased a couple of lamb chops and weighed them; the result was represented by 20½ of meat, which thus cost about 25½ pence. In some cases the big butcher rents two establishments for the respective sale of British and Colonial meat; to the latter he sends his cow beef and ewe mutton, which, presented side by side with Colonial, he sells at enhanced prices. The provision dealer, however, is a bigger culprit than the butcher. His method may be business but it is not British, but rather imported with his goods. While a little tradesman buys his bacon from a factor small lot for lot, the big shopkeeper buys by the ton, possibly by the cargo, breaks it up, and despatches consignments from week to week to his hundreds of branches, with the result that the little man is compelled to follow suit, abolish Wiltshire and Irish from his counter, and replace it with Danish and American.

DRUGGED FOOD FOR THE BRITON.

Be it observed that almost all the provisions sold by the octopus trader are preserved with drugs, of which the average Briton now consumes a daily dose, as well in his butter, his milk, and his jam, as in his sausages and his bacon. The big man has command of money and information, and he consequently dispenses his food from the market between the Welsh and Siberian on the one hand, and the French, Italian, Argentine and the Colonies on the other. His happy hunting ground never lies in the country of his birth and the British farmer knows him no more—unless perhaps in the hunting season. British butter is a rarity in the large majority of our country towns; if we seek we may find it on an odd dairyman's counter, with the result that our native palate for the real thing has been destroyed. At any rate the big trader supplies nine-tenths of the consumers with an imported article, vividly exposed in his shop-window to the germ-laden atmosphere of every street.

If we search for English Cheddar and Cheshire we shall seldom find it. In its place we are offered the produce of the Colonies and the unhealthy Gorgonzola, produced by third-rate, dirty Italian manufacturers. I have been offered by the big man new-laid eggs which, it was subsequently admitted, had been pickled, for he preserves them by the million. The small trader does his best to buy from the farmers, but large concerns depend on any and every Continental country, sorting each case as it arrives and labelling the pick "new-laid," and such is the gospel of their system of trading.

Why are employees so astute with their misdirections, their excessive calculations, and their method of pricing their goods? I am informed by a director of a parallel concern that the only way to ensure success is to pay the manager a substantial salary, and leave it to him to "earn" it, and thus to make the business pay.

MILK UNFIT FOR SWINE.

If we turn to the dairyman we find the company concerns are usually local, but here, owing to the fact that we monopolise the milk business, the big trader is the most wholesome. His premises are well equipped. The milk is handled, but once, and care is taken to ensure its purity and cleanliness; but he will ultimately be compelled to deliver it in bottles. And why? Simply because the present system of exposure involves many imperfections, one example of which I quote: "Milk bottled on the farm and packed in ice contained 7,000 colonies of bacteria per cubic centimetre; similar milk tested on the following day in a dairyman's shop, in which it was exposed, contained 10,000,000 colonies in the same volume." Such milk, purchased from the hundred and one little milk shops in the country by the

majority of our people, is unfit for the farmer's swine. The milk trader, however, and the bigger the man the bigger the culprit—insists on colouring to suggest high quality, and on employing drugs for preservation. His example is, therefore, copied by the little man, to the detriment of the consumer. Neither drug nor colouring matter is essential, and at least one great West End firm refuses to use either, and is none the worse for its courage.

I find that the small fishmonger is quite as reliable and much less exorbitant in his charges than the big traders who are now monopolising the retail trade. The big man makes a big display and charges his customer with the cost. The little man buys in the open market with the greatest care, and in order to secure adequate custom, supplies an equally good article at a much lower price.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MONOPOLY AND "SQUEEZE."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir,—Those of your readers who read the reports of company meetings which are published from time to time in your columns, could not but have been struck by a suggestion mildly dropped, in the course of his speech, by the chairman of the "Star" Ferry Company, Ltd., at the annual meeting of the company held on the 30th ult. After reviewing the work of the past year, and explaining the reason for the increased expenditure, and consequent diminished dividend declared for the period under review, the chairman said "whether remedy be found in an increase of fares or otherwise, will be decided later on." Quite so; but who will "decide" it? Will the company arbitrarily increase the already exorbitant rates of fares, without first feeling the pulse of the public in the matter, and then expect the public, its patrons, from whom it derives its profits and dividends, to sit quietly with closed mouths and folded hands, and let the company squeeze it for all it is worth? The cost of running ferries at home is greater than it is here, and yet the fares there only average 2d for trips of the same length as that from here to Kowloon, while the boats are usually of a better class as regards accommodation. Compare that with the 3½ rate prevailing here, where coal and labour are cheaper, and let one find if one can, any good and sufficient reason for an increase to that rate. It may be said that the cost of building the new wharf, which was opened in April last, is one good reason. But, for one, beg to differ, and opine not. If the company chooses to build a new pier, that is surely the company's, the shareholders', business, and is no concern of the public, nor should the public be expected to pay for it by increased fares. If, however, an attempt is to be made to get the cost of the erection of the new wharf out of the public's pocket, then it may be pertinent to ask, where will it end? For if it is to pay for the cost of the building of the wharf, it will surely furthermore be expected to pay for the repairs thereto, and as I am informed by a seafaring engineer of very many years' experience, these may be expected to be unending, on account of the position of the wharf, the entrance to which is built right across the tide. What figure may the ultimate rate of fares be expected to reach?

That this question is already becoming a burning one among the residents of Kowloon, is shadowed forth by a proposal which some of them now have seriously under consideration, and that is the formation of a "launch club," which will hire the requisite number of launches to be at stated points, at the required hours to convey the members back and forth between the mainland and Hongkong, thus being entirely independent of the ferry. To the "Star" Ferry Company this spells "boycott." As regards the new wharf, which, as I have said, seafaring men regard as a failure. How many of the daily travellers by the ferry boats to Kowloon can say they have gone in straight to their position, without a bumping, which nearly knocks them off their feet, and a crashing and creaking of the timbers? How many times have the boat-heads to be hauled round, and the boat itself hauled into position? Coming to the boats themselves, who has not had most unpleasant experiences, when a typhoon in the neighbourhood has lashed the waters of the harbour to fury, and these cockle shells of ferryboats are in constant and imminent danger of being swamped? Again, were this to happen with a full complement of passengers, how many would be in a position to secure a life-belt or buoy, or even know where to look for them? At home ferries have to carry seats that will float; why is there not the same compulsion here where it is even more imperatively needed?

Another inconvenience, felt especially at the tiffin hour, when time is of utmost value to business men, and the ferries are crowded with first class passengers, is the provision of only one narrow gangway connecting the vessels with the shore, and the whole deckload of passengers are compelled to line up in Indian file and take their turns to pass singly down the gangway to shore. The Kowloon wharf, at least, is quite long enough to let down the forward and aft gangways at the same time, thus halving the time the busy passengers are delayed by the present landing "facilities." Granted the wharf would have to be slightly re-arranged, but the cost should not be allowed to count when the increased convenience to the travelling public is taken into consideration. A trial of this improvement on the Kowloon side would very soon manifest the necessity for altering the Hongkong-side wharf so as to provide a similar convenience there. As things are at present the company does not appear to care a brass button for the convenience of its patrons (witness the refusal to accept subsidiary coins, or to issue to casual passengers, two tickets at once, one to be used for the return fare, saving time on the other side), but only for its own pocket. And it is for such a service as this that the public is to be asked to pay increased fares. The attempt to "squeeze" is too obvious.—Yours, etc.,

ANTI-INCREASE.

Hongkong, 4th June, 1906.

THE N.D.L. S.S. "ROON."

CAPTAIN'S ACCOUNT OF THE ACCIDENT.

The Nagasaki agents of the Norddeutscher Lloyd, Messrs. Ahrens & Co., have courteously placed at the disposal of the *Nagasaki Press* Captain Meiner's report of the accident to be *Room*—

We left Nagasaki on May 16th at 9 a.m. Shortly after having left the Harbour fog set in which kept on until the afternoon with short intervals and made us slow down several times as well as anchor twice. The Iki channel under these circumstances being too dangerous we set our course westward of Iki. Towards evening the weather cleared and at 8.15 p.m. we were abreast of the Northern end of Ikiima. Later we had, however, again on account of fog, to slow down. At 10.43 p.m. the sound of the steam whistle raised a striking echo. Immediately the engines were set full speed astern, in spite of which the ship struck ground a few minutes after and did not float again. All boats were cleared to take in passengers. The latter were aroused and supplied with life belts. All happened in perfect quiet and quickness. The rumour made public in certain papers that the passengers were agitated is not true.

According to soundings taken immediately after the stranding, only the fore peak and hold No. 1 were making water. There was therefore no immediate danger for the passengers. Towards 2 a.m. on the 17th we heard the fog signals of an approaching steamer which was steering the very same course which the *Room* had taken. With rockets and blowing of our steam pipes this steamer was informed of our position, whereupon she stopped and kept close to us. In the early dawn a boat was sent by the captain to ask whether the steamer could take our passengers. The steamer proved to be the late British s.s. *Stanley Dollar*, bound for Moji. The Captain of the steamer at once consented to take our passengers aboard and to send us all possible aid, the more willingly so because we, as the Captain himself declared, had prevented the *Stanley Dollar* from stranding which would surely have taken place had he continued on his course a very little while longer.

During the forenoon the passengers were transferred to the *Stanley Dollar* by the ship's boats. Sufficient provisions for 14 days, including several cases of fruit and large quantities of tea and milk, were sent aboard the steamer for the passengers, and the Captain ordered the First Officer and 11 Stewards to proceed to Moji by the steamer to attend to them. The rumour in certain papers that the passengers suffered from hunger cannot therefore be given any credence. It must be admitted that the *Stanley Dollar* is not a passenger boat and was, therefore, only provided with what was absolutely necessary. We did all in our power to make the short stay of our passengers on the *Stanley Dollar* as comfortable as possible under the circumstances.

After the passengers had been transferred, an attempt was made with tow ropes to refloat the *Room*, but without avail. As the *Stanley Dollar* wanted to land our passengers as quickly as possible, no further effort was made by her to tow the *Room* off the rock and at 1 p.m. she started on the voyage to Moji.

On the 18th inst., lighters arrived from Moji and the mails and passengers' personal effects were taken to Moji by them. At 7 p.m. the S.M.S. *Hansa* appeared and her commander immediately sent hands on board the *Room* to assist in the shifting of cargo. On the morning of the 19th inst. tow ropes were taken to the *Hansa* and two attempts made to refloat the *Room*, but the ropes broke each time. Meanwhile, hold No. 6 was filled with water by the salvage steamer *Oura-maru* which had arrived on the scene. Some cargo from the fore hold and a quantity of coal were jettisoned. Towards noon a Japanese cruiser arrived and offered to help. At 6 p.m. the *Room* suddenly refloated and got clear without aid and steamed to Nagasaki, accompanied by the S.M.S. *Hansa*, arriving here safely on the 20th inst. at 11 a.m.

It may be stated that the stranding is directly traceable to a quite unusual strong turn of the current to the North.

To-day's Advertisements.

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

ON

SATURDAY, the 9th June, 1906, commencing at 2.45 P.M., at Bay View, Kowloon, (The Residence of Captain S. W. MOORE.)

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE. TERMS:—As Customary.

On view from Friday, the 8th June, 1906.

GEORGE P. LAMMERT, Auctioneer.

HONGKONG, 4th June, 1906. [621]

FOR KOBE, VLADIVOSTOCK AND NIKOLAJEWSK.

THE Steamship "JASON,"

Captain — will be despatched for the above Ports, on WEDNESDAY, the 6th instant, at Noon.

The Steamer has splendid accommodation for Passengers.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 4th June, 1906. [622]

Intimations.

THE ROBINSON PIANO CO., LD.

NEW PIANOS

\$70 CASH

AND 18. PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE COLONY.

Steinway,

Bechstein,

Krauss,

Hauke,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906.

[38]

WE IMPORT ONLY ONE BRAND.

GENUINE

ITALIAN

VERMOUTH

MARTINI & ROSSI,

SUCCESSORI MARTINI

SOLA E CIA.,

TURIN, ITALY.

BEWARE OF IMITATIONS AND SEE

THAT YOU GET THE GENUINE

ARTICLE.

Per Case 12 Bottles,

Price - - \$11.00

AGENTS—

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd May, 1906.

[41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	6th June.
GLASGOW and LIVERPOOL	"MEMNON"	7th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLOS"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"OANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

HOMeward.		
FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th "
GENOA, MARSEILLES & L'POOL	"HYSON"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	8th June.
	"OANFA"	7th July.

WESTWARD.		
FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	14th June.
	"TEUCER"	13th July.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st June, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHIHILI"	5th June.
MANILA	"TEAN"	5th "
YOKOHAMA and KOBE	"CHANGSHA"	7th "
SHANGHAI	"SHAOHSING"	9th "
SHANGHAI	"KWEIYANG"	9th "
WU-HAI-WEI, CHEFOO and TIENTSIN.	"HUOHOW"	9th "
AMOI, MANILA, CEBU and ILOILO.	"BUNGKANG"	13th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	29th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd June, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 9th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd June, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	For	About
"ANGLO SAXON"		10th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 31st May, 1906.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.
Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

Shipping—Steamers.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"APPALACHEE"

will be despatched for the above Ports, about
the 16th of June.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th May, 1906.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMHA"

Captain Wilkes, will be despatched as above, on
or about the 30th June next.

If sufficient inducement is offered.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 31st May, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.M.R.

This Steamer departs from Hongkong on
Week Days, at 7:30 A.M. and on Sundays
at 8 A.M. Departs from Macao on Week
Days at 1:30 P.M. and on Sundays at 5:30 P.M.,
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 29th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.

All Meals can be supplied on Board at \$1
each Meal.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG Co.
Hongkong, 10th May, 1906.

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NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

"PROMETHEUS"

Captain Cornelissen, will be despatched as
above, TO-MORROW, the 5th inst., at 10 A.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 4th June, 1906.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATON APCAR"

Captain E. Fey, will be despatched for the
above Ports, on WEDNESDAY, the 6th June,
at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED.

Agents.

Hongkong, 31st May, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,238 R. RAMSEY.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5:30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$5.
Meals \$1 each.

Also

Excursions to MACAO every SATURDAY
at 6 P.M. and every SUNDAY at 8:30 A.M.
returning on SUNDAY at 10 A.M. and 6:30
P.M.

FARES:—1st Class single \$2 with cabin \$3.00.
"return" \$3. "return" \$1.50.
2nd Class single \$1. "return" \$1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front
of the new Western Market, opposite the old
Harbour Office.

SHIU ON S.S. CO., LD. and
YUEN ON S.S. CO., LD.
No. 8, Queen's Road West.

Hongkong, 22nd May, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

TIENTSIN VIA SWATOW & CHEFOO, CHEONGHONG, TUESDAY, 5th June, 4 P.M.

SHANGHAI FAUSANG, WEDNESDAY, 6th June, 4 P.M.

SHANGHAI WAISHING, WEDNESDAY, 6th June, 4 P.M.

MANILA YUENSANG, FRIDAY, 8th June, 4 P.M.

SINGAPORE, PENANG & CALCUTTA, KUTSANG, SATURDAY, 9th June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1906.

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Consignees.

FROM HAMBURG, ROTTERDAM,
ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"AMBRIA"

Captain Winnenberg, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading by
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hard-
ware Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th June, will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 6th June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

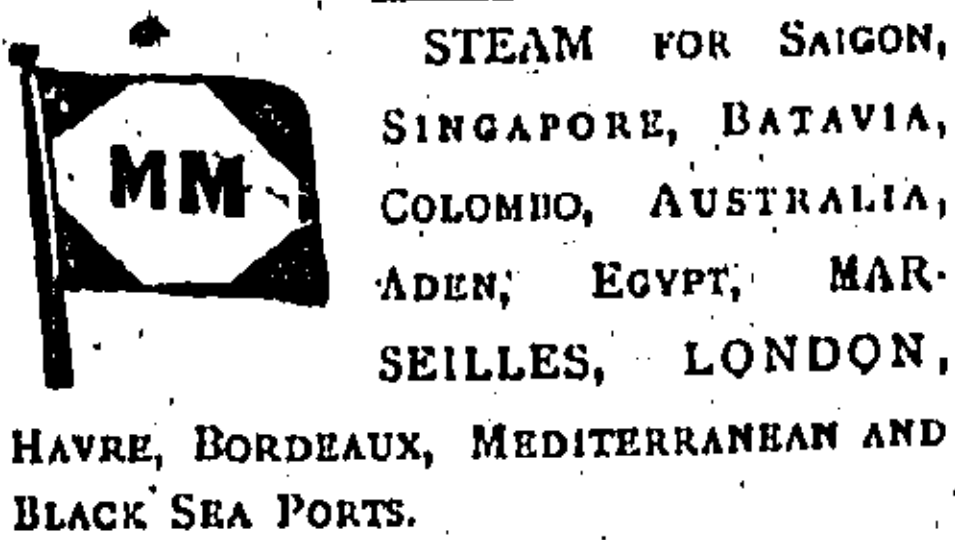
Hongkong, 30th May, 1906.

608

608

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "SALAZIE,"

Captain A. Ailland, will be despatched for
MARSEILLES on TUESDAY, the 12th
June, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. OCEANIAN 26th June.
S.S. TOURANE 10th July.
S.S. TONKIN 24th July.
S.S. ARMAND BEHIC 7th August.
S.S. ERNEST SIMONS 21st August.
G. de CHAMPEAUX,
Agent.
Hongkong, 30th May, 1906. [1]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DONGOLA,"

Captain G. Philipps, carrying His Majesty's
Mails, will be despatched from this for MAR-
SEILLES and LONDON DIRECT, via
COLOMBO, on SATURDAY, the 10th June,
1906, at Noon, taking Passengers and Cargo
direct for the above Port, connecting with
the Company's S.S. Moldavia, for BOMBAY.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 2nd June, 1906. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	3rd July
Shawmut	9,606	E. V. Roberts	27th July
Tremont	9,606	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th May, 1906. [12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SIKH"	14th June.
"WRAY CASTLE"	23rd June.

For Freight and further information, apply
to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st June, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Em-
broidered Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Superintendent. who are taught by the Sisters.
Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
"	12.50
JOHN WALKER & SONS' OLD HIGHLAND	10.50
C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
"	13.75
DOURO	20.00
SHERRY, AMOROSO	16.00
"	40.50
LA TORRE	
BENEDICTINE, D.O.M.	

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.

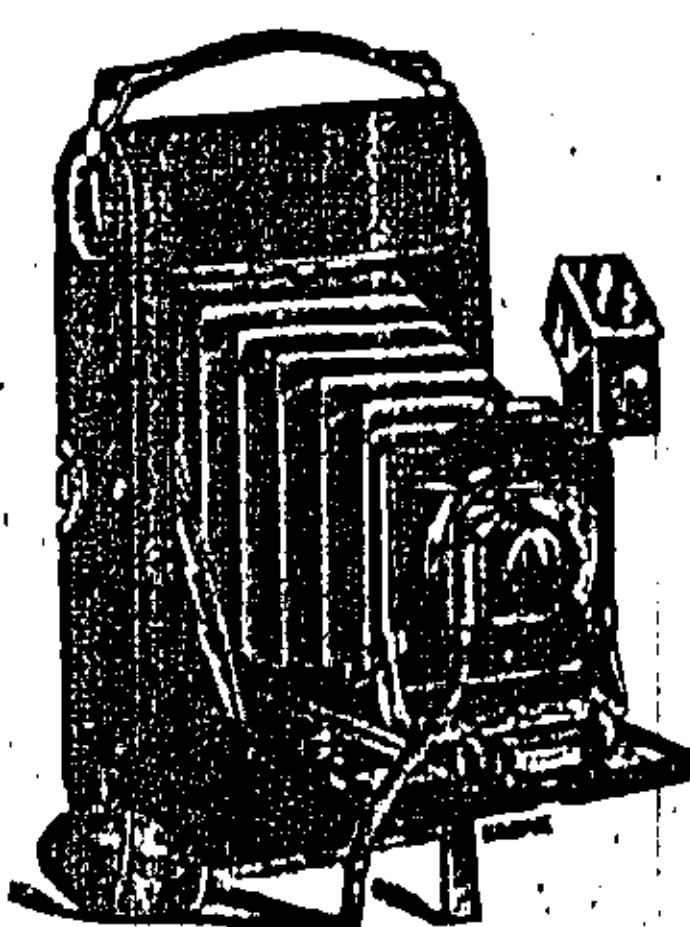
ESTABLISHED 1850.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 14th May, 1906. [45]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$2,500,000 \$10,000 \$12,735 \$150,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$20.87 for 2nd half-year 1905	5 1/2 %	{ \$800 London 490
National Bank of China, Limited.....	99,925	£7	£5	{ \$1,000,000 Tls. 100,000 Tls. 50,000	\$74,099	\$2 (London 3/6) for 1905 .....	...	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$360
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 on account 1905	5 1/2 %	Tls. 85 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,131 \$1,153,844 \$560,279 \$800,000 \$61,278 \$15,527	\$2,792,271	Interim div. of \$30 for 1905	5 %	\$890 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$120,000 \$154,331 \$120,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$220,488 \$2,616	\$344,098	\$6 for 1904	7 %	\$85
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,220,928	\$422,618	\$25 for 1904	8 %	\$305 sales & b.
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$6,000 \$264,638	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$88,941 \$250,000 \$600,000 \$154,331 \$120,000	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$241,150 £4,435	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	8 %	\$24 1/2 buyers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ £3,999 Tls. 40,000 Tls. 23,156	£4,435	{ 12/- @ 1/10 = \$6.29.51 for 1904..... Final Tls. 3 making Tls. 5 for 1905	7 1/2 % 8 %	\$80 Tls. 63 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 £4,000 £4,144	Tls. 23,156	Final Tls. 1 1/2 making Tls. 3 1/2 for 1905	7 %	Tls. 51 buyers
Do. (Preference)	2,000,000	£1	£1	{ £4,144 \$65,000 \$32,957	£4,144	1/- (Coupon No. 6) for 1905	5 %	26/-
"Shell" Transport and Trading Company, Limited.....	{ 10,000 10,000	{ \$10 \$10	{ \$5 \$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	{ Tls. 13,913	{ \$1.50 \$0.75 } for year ending 30.4.1906.....	{ 5 % 3 1/2 %	{ \$30 ex div. \$21 ex div.
"Star" Ferry Company, Limited.....	10,000	\$10	\$10	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	{ Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %	Tls. 41 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 350,479 Tls. 48,000 Tls. 81,200	{ Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %	Tls. 41 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$450,000 \$126,129	\$40,914	Final of \$15 making \$25 for 1905	15 %	\$165
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ none	Dr. \$132,888	\$3 for 1897 .....	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 100 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 9.80 buyers
Orinical Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ none	G \$909,050	Final of 50 cents making G \$1 for 1905 ..	7 %	G. \$14
Maub Australian Gold Mining Company, Limited {	{ 150,000 50,000	{ £1 £1	{ 18/10 £1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$2 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd....	40,000	\$50	\$50	{ \$550,000 \$55,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905.....	5 1/2 %	\$103
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500	\$562,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$161
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$38,000	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 115 sales
Shanghai and Hongkew Wharf Company, Limited ...	34,000	Tls. 100	Tls. 100	{ Tls. 37,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ..	6 1/2 %	Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year .....	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ...	10,000	\$25	\$25	{ \$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	8 %	\$31 buyers
Central Stores, Limited	{ 6,000 24,000	{ \$15 \$15	{ \$15 \$15	{ none	{ \$4,719	{ \$2.40 on \$12 for 1905..... 7 % on \$7 1/2 for 1905	{ 13 1/2 % ...	{ \$18 sales \$154 sellers
Do. (new issue)	123	\$15	\$15	{ \$15		None .....	...	\$330 buyers
Do. (Founders)	123	\$15	\$15	{ \$15		None .....	...	\$330 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071	\$619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$250,000	\$67,839	Final of \$3 1/2 making \$7 for 1905.....	6 %	\$119
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,886	Tls. 7,402	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 909,593 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 116 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Final of \$1.90 making \$3.65 for 1905.....	7 %	\$53
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 721 sellers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	{ 125,000 125,000	{ \$10 \$10	{ \$10 \$10	{ \$30,000	{ \$23,264	{ \$1 for the year ending 31.7.05..... 3 % a/c 1898	{ 7 % ...	{ \$15 sellers Tls. 65 sellers
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	Tls. 8 for 1905	10 1/2 %	Tls. 75 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 25 for 1905	8 %	Tls. 310 sellers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,985			
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 %	\$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$314	\$770	1/3 per share for 1904	9 %	\$7 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	12 1/2 %	\$3 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ..	6 %	Tls. 80 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	9 %	1107 buyers
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$8,000	\$1,181	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$10,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$100,000 \$186,000	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$29
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$22 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 55 cents } for 10 months ending 28.2.06 ..	7 1/2 %	\$15 1/2 sales
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$50,000	\$2,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000	\$3,776	Final of \$15 making \$10 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$50,000	\$5,812	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ \$25,000	\$88	Final of 50 cents making \$1 for the year ..	11 %	\$9
Maatschappij tot Mijn- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	{ first interim of Tls. 7 1/2 paid 15.3.06 account 1906	9 1/2 %	Tls. 230 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making Tls. 8 1/2 1905	6 1/2 %	Tls. 135 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited.....	{ 7,200 7,200	{ £20 £20	{ £20 £5	{ Tls. 190,000	{ Tls. 85,592	{ Final of 37/6 making \$2 1/2 for 1905/6 First year	{	{ Tls. 365 buyers Tls. 280 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$44,089	None	8 1/2 %	\$20
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$1,134	50 cents for year ended 31.5.05	7 1/2 %	Tls. 110
Lientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,205 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ \$22,000	\$551	{ 80 cents \$19.80 } for year ended 31.5.1905	{ 9 % 11 %	{ \$9 \$180
Do. (Founders)	100	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 1/2 buyers
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$20 1/2 sales
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$676			
DIVIDENDS PAYABLE.—								
Maatschappij &c. in Langkat.....							Tls. 7 1/2	15th June